

Hongkong Daily Press.

ESTABLISHED 1857.

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Bovril

2

No. 16873, 第三十七百八千大萬一第一 日五十月四日 HONGKONG, FRIDAY, MAY 31ST, 1912. 五拜禮 號一十三月五年二十九百九十一英港香

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TUNING AND REGULAR

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[a27-3]

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In Bags 250 lbs. net.

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Hongkong, 29th April, 1908. [a463]

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SHOTS. From No. 10 to BSSG. at \$6.37
and \$7.50 per 100, SPORTING REQUISITES
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10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
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2.15 p.m. to 5.00 p.m. ... Every 15 minutes.
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11.45 a.m. to 12.00 noon. ... Every 15 minutes.
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1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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Opposite the magnificent English Cathedral in the business part of the town away
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180 ROOMS WITH A PRIVATE BATH TO EACH.

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[a76]

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[a25]

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123

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No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 31ST, 1912.

There seems little in the situation in China at the present moment to support the pessimistic prophecy that China as now constituted cannot exist, and that the outcome of popular dissatisfaction will be that a kingdom will be formed in North China, while the South will adhere to the republican principles already adopted. This prophecy is based on certain tendencies which are declared to be apparent to the most casual observer. It is alleged that the old-time jealousy and differences between the North and the South will not only persist but deepen. We are told that the North yearns for a king in the person of a descendant of the Ming monarchs or in the person of the descendant of Confucius. Some go so far as to declare that YUAN SHIH KAI himself is anxious to secure the purple. These are no new notions. It must be admitted that there is a royalist sentiment in China, but that is not surprising. The same thing is

found in such an old-established republic as France. In the much younger republic of Portugal the deposed House of Braganza has many adherents whose activities are a real source of anxiety to the Republican authorities. Yet no one seriously imagines that the France of to-day is ready to receive a monarch of its own, nor does anyone believe that the Iberian Republic is any less stable now that it was in the days of its inauguration, though, of course, one can never say what changes the future will bring forth there. As the Chinese have been ruled by kings and emperors for centuries, it need occasion little surprise if the feeling of veneration for the Throne should

persist to a considerable extent. In that respect Chinese would find themselves in the good company of sections of the people of France and sections of the people of Portugal. But it is safe to say that though China has, as it were, only just embraced the principles of republicanism and has not yet properly assimilated these principles, there is distinctly less likelihood of a reversion to monarchy in this great land than there was in France or Portugal at the same period of their republican history. The characteristic apathy which leads the masses of this country to accept existing conditions as a matter of course and which led them passively to acquiesce in the establishment of a republic proves that there is no ardent sentiment of loyalty to the deposed monarch or any other possible monarch dominating the people, and as the educated men of to-day are largely in favour of the new régime, in spite of whatever personal jealousies they may cherish, the possibilities of a return to the monarchical form of government are therefore very remote. China, indeed, was never more united than it is to-day under the provisional republican government with YUAN SHIH KAI as its President. The old-time jealousies, differences and prejudices which tended to keep separate the people of the different provinces still exist, but they have been worn down almost to extinction under the unifying influences at work prior to and during the revolution. Reformers hailed from every province. Heroes were not the monopoly of any province, and as the men in different parts of the Empire worked for a common cause, they have achieved a greater success than the more sanguine could have anticipated, and a national conception has been formed which should, in course of time, mould the heterogeneous peoples into a nation imbued with the common aim and love of the fatherland that are the characteristics of the other great countries of the world. This unity, with all its hopes for the future, is demonstrated by existing conditions. YUAN SHIH KAI is a Northerner. Yet he has the sympathy and support of the men from the South. Who are the chief men of his Government? They are nimble-witted and clever men from the Southern provinces. This combination of North and South—for YUAN SHIH KAI carries Northern opinion with him—is the best guarantee for the maintenance of peace and the solidarity of the Chinese people under the rainbow banner of the republic. It is easy to exaggerate the importance of provincial republican jealousies, but we believe that once the necessary foreign loan has been obtained and the republic recognised, China may be expected to surprise the world still more than she did at the revolution by the capable manner in which she proceeds to the task of setting her house in order—a big undertaking, and one fraught with innumerable difficulties,—an undertaking which should not be beyond the capacities of the men who brought the republic into being and who have steered the ship of State through stormy waters with undeniably success.

Several dead bodies were picked up in different parts of the Colony yesterday.

Six months' hard labour was the sentence imposed on two Chinese at the Magistracy yesterday, for returning from banishment.

A Chinese was yesterday admitted to the Tung Wah Hospital suffering from severe bruises, caused by his being knocked down by an earth truck.

A Chinese was yesterday taken to the Civil Hospital suffering from a stab in the groin, inflicted by a countryman. The stabbing occurred in Sampan Street.

The Senate of the University of Cambridge has conferred the degree of Master of Arts on Mr. H. L. O. Garrett, a master at Queen's College (now on leave).

A Chinese boy informed the police yesterday that while walking in Chinese territory he was attacked by a number of men. He was shot in the back, though not seriously, and robbed of \$50.

At the Magistracy yesterday, before Mr. E. A. Irving, a woman was charged with being in unlawful possession of and attempting to sell a quantity of opium. On the first charge she was fined \$30, and on the second \$20 or two months.

Twenty-five Chinese were charged at the Magistracy yesterday with keeping a house in Cross Street, Wanchai, as an opium den. One of the men was charged with being the keeper. Sergeant Gerrard, who prosecuted, said the keeper was a former opium den keeper, and when the Ordinance abolishing divans came into operation he was compensated by the Government. He was told to discontinue keeping a den, but had not obeyed the order. A fine of \$250 or three months' imprisonment was imposed, and the smokers were each fined \$2.

While on the way to the Tung Wah Hospital yesterday, a Chinese suddenly expired.

The hearing of the charges of intimidation against four Chinese revenue officers was concluded at the Magistracy yesterday, the defendants being discharged.

There is great activity at the Taikuo Dockyard in meeting the demand for lifeboats for steamers trading here. At present some fifty are under construction.

Yesterday was Decoration Day, the day on which Americans give special thought to the heroes who died in the military service of their country. The bluejackets from the *Wilmington* visited the cemetery at Happy Valley and placed wreaths upon the graves of American soldiers and sailors buried there, while the warships in the harbour fired minute guns at noon.

ALLEGED OPIUM DEFICIENCY

The case in which two partners in a firm of Chinese opium dealers were charged, on remand, with being deficient in a quantity of opium, and with having given false particulars when applying for the removal of the opium in question, was resumed at the Magistracy yesterday, before Mr. Irving. Mr. P. M. Hodgson, Assistant Crown Solicitor, appeared to prosecute, and Mr. Eldon Potter, instructed by Mr. Crew, of Messrs. Hastings and Hastings, for the defendants, only one of whom was present.

Inspector Wilden, recalled, said the tins in the box produced were those seized on the premises of the defendant, but they did not look like the tins which were originally in the box. The tins in the other cases were different kinds of opium. So far as he knew, packing was not used in order to keep the tins secure in the boxes.

Mr. Potter, addressing the bench, said the defendants were charged under section 87 that they gave false particulars, and that those false particulars were that when they applied for the removal of six chests of opium, it was found that two of the chests contained coal instead of opium. He submitted that section 87 did not contemplate any such case as the present, which was clearly covered by other sections of the Ordinance. The section in question really contemplated the act of a man who applied for opium, knowing there was a shortage. Under section 87, in order to convict either of the defendants, the Crown must prove a guilty knowledge of the false particulars. A foki who filled in particulars knowing they were false, would be liable, although he was only a foki, and did not sign the particulars. It was impossible for the Crown to prove guilty knowledge in regard to Chang Wing, one of the defendants, because he was admittedly out of the Colony at the time the false particulars were given. It could also be proved that Chang Wing did not give the false particulars. Knowing, before he left, that dealings in opium would take place, he filled in a number of blank forms, without giving the particulars. On March 21st they applied for a permit to remove four chests of opium, in consequence of a request for delivery from the man who had already bought them as far back as January of this year. The whole facts of the case, Mr. Potter said, showed that the defendants acted *bona-fide* throughout, because they sold the opium and asked for permission to remove it, knowing that if they did not, the purchaser would demand delivery of it.

The case was remanded.

CORRESPONDENCE

THE ROMAN CATHOLIC CHURCH AND CELIBACY.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

HONGKONG, May 29th.

DEAR SIR.—May I point out an inaccuracy in the article "The Portuguese Clergy" published in your issue of yesterday? You state that "The Times" correspondent at Lisbon said that the celibacy of the Roman Catholic clergy is a fundamental principle of their church. For all I know it is not even a Catholic discipline, but simply a Latin discipline. Even to-day the Roman Catholic clergy in the Orient marry with the full approbation of the Holy See. It is true that such marriages must precede ordination and not follow it, but this restriction, besides being inconvenient, is without value in the eyes of sound reason and contradicts the principle that in the judgment of the Roman Church there is no real incompatibility between the two sacraments of holy orders and matrimony.—Yours, etc.,

A STUDENT OF HISTORY.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TRANSPORT WORKERS' STRIKE.

LONDON, May 30th.

Mr. Sydney Buxton, President of the Board of Trade, and the strikers had a conference at the Board of Trade Office, at which they discussed the preliminaries for Friday's conference. The men desired an assurance that every section of the employers would be represented and that any agreement would bind all transport employers.

A mass meeting attended by 15,000 was held at Tower Hill. Mr. Gosling, in addressing the meeting, said that Sir Edward Clarke decided that they were not entitled to refuse to work with a non-unionist, but this was what they were going to do. The earthen, who were the worst paid class in the community, were asking the Government for a minimum wage. They demanded a final settlement with machinery for adjusting future difficulties.

Some hundreds of non-unionists are unloading meat at the docks and conveying it to Smithfield. They have not been molested.

The Shipowners' Federation have written to Mr. Buxton declining to attend to-morrow's conference, and declaring that they have loyally acted up to the agreement of last August, which the men have broken by the present strike.

The feeling at Covent Garden is more cheerful, and business is expected soon to be working smoothly.

Huge consignments of meat reached Smithfield yesterday from the docks and from Southampton, hundreds of tons in excess of the corresponding day last year. The price of meat fell.

THE DEFENCE CONFERENCE.

LONDON, May 30th.

Reuter's correspondent at Malta telegraphs that Lord Kitchener arrived. Mr. Asquith and Mr. Churchill arrived later.

Reuter is informed that the reports attributing an international political character to the meeting between Lord Kitchener and Mr. Asquith and Mr. Churchill are wholly unfounded. It is known that Lord Kitchener is taking advantage of the Ministers' presence near Egypt to express to them his views on the situation in the Mediterranean, but greatly exaggerated inferences are drawn therefrom.

Reuter's correspondent at Malta telegraphs that Lord Kitchener, contrary to his original intention, will not visit Gibraltar. He is returning to Egypt on the s.s. *Hampshire*, probably on June 2nd.

The *Times* in a special article points out that the British naval changes in the Mediterranean do not constitute an abandonment of the Mediterranean now or in the future, and prints extracts from Mr. Churchill's speeches of the 18th March and 15th May, remarking that in view of these it is difficult to understand how the idea that we are about to entrust our interests in the Mediterranean to anything but the British fleet can have obtained credence.

AMERICAN PRESIDENTIAL ELECTION.

LONDON, May 30th.

Mr. Roosevelt has had the most sweeping victory of the campaign at New Jersey, where the returns indicate that he has won all the 29 Republican delegates.

THE MALECKA CASE.

LONDON, May 30th.

Reuter learns that it is now officially known that Miss Malecka's sentence does not involve being sent to Siberia.

NAVAL APPOINTMENT.

LONDON, May 30th.

The King has approved of the appointment of Admiral Roe as his first naval A.D.C. in succession to Admiral Beaumont.

THE NEW COMMODORE AT HONGKONG.

The Naval and Military Record gives the following particulars of the career of Capt. Robert Hamilton Anstruther, C.M.C., who has been appointed Commodore Second Class and Naval Officer in Charge at Hongkong in succession to Capt. Eyre, who will be fifty in June next:—As a midshipman he served on the Mediterranean Station in the *Téméraire*, January, 1878, and the *Superb*, March, 1881, and as a sub-lieutenant in the *Champion*, October, 1881. He was promoted to lieutenant in June, 1885, and served in the *Phaeton*, on particular service and in the Mediterranean, from April, 1886, to July, 1893. He collaborated with Capt. Setenbini, of the Royal Italian Navy, in the production of an Italian-English nautical phrase book in 1893. In October of that year he was appointed to the *Actaeon*, flying the broad pennant of Commodore R. H. Harris, commanding the Training Squadron. He was then first lieutenant successively of the *Ruby*, April, 1894, and of the *Champion*, October, 1895, both in the Training squadron, and at the end of 1897 was advanced to commander. In this rank he served in the *Diadem*, in the Channel squadron, July to October, 1898; the *Edgar* on particular service, February, 1900; in command of the *Corkatrice*, attached to the Mediterranean station for service on the Danube, January, 1901; and in command of the *Hearty*, engaged on fishery protection duties under the admiral commanding coastguard and reserves, July 1902. He was promoted captain in June, 1904, and after completing

the war course and passing an interpreter in German, October, 1905, was appointed to command the *Sirius*, in reserve at Devonport. In April, 1906, he was commissioned the *Brilliant*, for service on the North American and West Indies station, where he remained until March, 1908. He received the C.M.G., in June, 1907, for service on the Newfoundland fisheries. In 1909 he was studying at the Royal Naval War College again, and in October of that year was appointed to command the *Cesar* in the Home fleet at the Nore. Since then he has been in command of the battleship *Cornwallis* in the Mediterranean, August, 1910, to April, 1912.

THE OPIUM AGREEMENT.

In the House of Commons on May 9th Sir J. D. Rees (Nottingham, E. Opp.) asked the Under-Secretary for India what reasons the Government had for confidence that with the restoration of order in China the Chinese Government would be able speedily to secure compliance in the provinces with the reciprocal stipulations of the opium agreement; whether such compromise was founded on any, and, if so, on what, official or other reports; whether the restoration of order in the provinces was yet in sight; and whether the loss of revenue and probable need for additional taxation are already threatening the Indian taxpayer.

Mr. Montagu (Cambridge, Chesterton).—The restoration of order in China implies that the central Government would then be in a position to enforce its will in the provinces and secure the observance of international engagements. To uphold such engagements is the declared policy of the new Government. The Secretary of State cannot forecast the course of events in China, and can only deal with the existing situation. The Indian Government continues to realize for its opium prices considerably in excess of its estimates, and has provided for the expenditure of the present year without additional taxation.

BIG LINERS.

The advance in the character of the modern Atlantic liner is well illustrated by the following table, which summarises the progress of the past twenty-two years:

Ship	Built	Tonnage
Tantonic	1890	9,088
Campania	1893	12,500
Kaiser Wilhelm II.	1893	19,361
La Provence	1898	13,750
Kronprinzessin Cecilie	1907	19,400
Adriatic	1907	24,540
Mauretania	1907	31,938
Olympic	1911	45,000
Titanic	1912	46,000
Le France	1912	23,000

We have a growth in the period named from the liner of less than 10,000 tons to the liner of 40,000 tons and in length from the vessel of 500 ft. to the vessel of 850 ft. Speed has gone up from twenty knots to twenty-six, and come down again in the "Olympic" and the "Titanic" to twenty-one or twenty-two. It looks as if, unless there is some great revolution in marine engineering, we are not likely to see the high speed of the "Mauretania" and the "Lusitania" emulated by other boats.

It is worth noting that during the score and more years to which the table refers the steady advance indicated has been accompanied by no single catastrophe. This is surely the best answer to the suggestion that there is "mad competition" in speed, and that it is time to call a halt in the construction of big ships. The more rational view seems to be that the modern Atlantic liner has heretofore been exceptionally fortunate in its avoidance of icebergs, of the danger of collision with which we have now a truly awful lesson. There will naturally be a good deal of sympathy with the various suggestions which have been made with a view to the minimising of this risk, and if ship-builders cannot give us an unsinkable ship, as seems very doubtful, it is just possible that they may see their way to offer additional protection against a contingency which we have now a truly awful consideration.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

THE PLAGE HOSPITAL NURSING STAFF.
The plague hospital has been opened and a few cases have been received into it. When we see that the Canossian Sisters are giving their services as nurses at the hospital free, it must bring the blush of shame to the cheeks of those who treated these inoffensive ladies so cruelly in November, 1910. Nursing in a plague hospital is not attractive even when good pay is offered, and it is extremely fortunate that the Canossian Sisters have remained here to offer their services.

CONSIGNMENT LETTERS.

The Postmaster-General has been directing his attention to the "consignment letters" which the Macao steamers have been accustomed to carry. One day last week all such letters were confiscated by the Postmaster, and the compradore was fined \$5. The action of the Postmaster caused considerable delay in the delivery of cargo. Now, it seems that a postal official, armed with a cancelling chop, is to attend at the wharves daily on the arrival of the steamers from Hongkong for the purpose of cancelling the stamps on the covers. Surely if the Post Office undertake to do this, they should also undertake the prompt delivery of the letters, and not throw back that responsibility on to the ship's compradores. This meddlesome interference with a long established custom causes great annoyance in trade circles.

THE NEW CHIEF JUSTICE.

It is stated that Sr. Americo de Souza has been appointed Chief Justice of the Colony, and is on his way out.

THE ACTING GOVERNOR.

Senor Miranda, who will act as Governor during the absence on leave of Sr. Machado, is expected in the middle of June.

INDEX TO THE REVISED EDITION OF THE COLONY'S LAWS.

The Chronological Table and Index to the Ordinances of the Colony from 1844 to 1911, compiled by Sir Francis Piggott for Volume I and II of his revised edition of the Ordinances is now published. It will be readily understood that it is by no means an easy task to compile a full and satisfactory index to the whole range of the Colonial statutes, which cover a period of 67 years, but Sir Francis Piggott has done this very desirable work with a thoroughness and ability which will earn the gratitude not only of the legal profession but also of all laymen who may have occasion to refer to the Colonial law on any subject whatever. As an instance of the copiousness of the index we may mention that under the heading "Companies" four pages of references to provisions in the company law of the Colony are given. By the aid of this index one may readily turn to the law upon any particular point, without having to waste time searching, so to speak, for the needle in the bundle of hay. The Table and Index make a volume of over 270 pages.

MEDICAL SERVICE ON SHIPS.

RECOGNISED FEES TO SUPERSEDE GRATUITIES.
It is satisfactory to note, says *The Hospital*, that there is every possibility that the ship surgeon is at last getting that justice of treatment which he has vainly asked for during the past century. Some of the great passenger-carrying lines have now adopted the principle of allowing the surgeon in charge of a ship to demand payment for his services from first-class passengers. When it is remembered that a large steamship carries hundreds of passengers, every one of whom has the right—or has hitherto had the right—of demanding free treatment and advice from the ship's doctor, it will easily be understood how revolutionary the new régime promises to be. In the past the ship's doctor has had to work his hardest to board these ships, although his rate of payment was no greater than that granted to surgeons staffing smaller boats where the service was much less onerous. The greater part of such work has been done gratuitously. Where a passenger belonging to the rare genus of the grateful patient so cordially appreciated the care and attention paid to him on the voyage as to testify his gratitude in a practical shape that testimony has always been in the nature of a "tip," a form of remuneration common enough, as the butler in one of Mr. Shaw's plays remarks, but one which is particularly unsuitable for medical work. It is therefore not to be wondered that the impression has arisen that the ship's doctor, as a class, does inferior work as compared with his colleague, the private practitioner, on land. Nothing can be further from the truth than this supposition.

A fine of \$500 was imposed on a Chinese at the Magistracy yesterday for being in possession of lottery tickets with the intention of selling them.

NOTE AND NEWS.

A BAPTISMAL CHANT.

A Willesden curate, having discovered, after conducting many baptismal services, that babies invariably cry in major-thirds or diminished sevenths, has set to the Penitential Psalm to a chant-tune, the melody of which consists entirely of these intervals.

THE SUSPENDED PURSE AND THE BIG MUFF.

The *Sunday Call* suggests that the year 1912 will go down to history as the year of the suspended purse and the big muff. The muff, it seems, is the terror of the department store management and the purse is the confirmed sorrow of the shopper. For the first is the weapon of the shoplifter and the second is the prey of the pickpocket.

THE ELECTRIC LIGHTING OF DELHI.

The Indian Government have granted a concession for the utilisation of the Upper Jumna in the generation of electricity for lighting Delhi. The site of the proposed works is a strip of the river about twelve miles long some 180 miles above Delhi. The first installation is to be of 5,300 kwt., but this can ultimately be increased to 18,000 kwt. The transmission line will be 140 miles long and have a maximum height of 3,000 ft. above sea-level.

FRANCE AND THE TOTALISATOR.

In reply to the written question for M. Leroy-Baillou, Deputy of Montpellier, the Ministry of Finance has published the amounts of the State profits in connection with the tax on the totalisator and on games of chance. A 15 per cent. tax on games of chance from November 1st, 1910, to December 31st, 1911, realised £298,152 in the Mother Country and £4,820 in Algeria. A 1 per cent. deduction on the totalisators brought in £149,816 last year in France and £90 in Algeria. A further deduction on the totalisator receipts, which is devoted to charitable purposes, amounted to £299,698.

THE WAITER'S NAPKIN.

The *British Medical Journal* makes this statement regarding the napkin of the waiter:—"We have seen this soiled piece of napery used by a waiter—in the intervals of serving his customers—quite in artfully, whether it was to dust his trousers or his boots, or even to wipe his perspiring forehead, and on more than one occasion to wipe his nose! A moment later he is perhaps rubbing the plate of a patron with this same napkin, which, when not being employed in any of the multifarious duties outlined above, is generally reposing in orthodox fashion in the armful of a dusty and probably greasy evening coat."

A PARADOX AND ITS EXPLANATION.

A correspondent sends to the *Glasgow Herald* a paradoxical problem which he believes originally appeared in *Pleiss's Chemical, Natural, and Physical Magic*, published some 50 years ago. Two persons were born at the same place, at the same moment of time. Fifty years after, they both died, also at the same spot, and at the same instant; yet one had lived 10 days more than the other.

The possible solution turns on a curious but very obvious point in circumnavigation. A person going round the world towards the west loses a day; going towards the east he gains one. Suppose, then, two persons born together at the Cape of Good Hope, whence a voyage round the world may be performed in a year; if one performs this constantly towards the west, in 50 years he will be 50 days behind the stationary inhabitants; and if the other sail equally towards the east, he will be 50 days in advance of them. One, therefore, will have seen 100 days more than the other.

A MARONIC SENSATION.

The declaration that the initiation into Freemasonry of Jack Johnson, the world's champion pugilist, is null and void, has been followed by equally drastic action with regard to the initiating Lodge. The Lodge at which the famous pugilist was initiated was the Forfar and Kincardine Lodge of Dundee. The circumstances surrounding the initiation of Johnson were recently investigated by a committee, and, as a result of their report, the Grand Lodge at Edinburgh annulled the proceedings at the meeting at which Johnson was admitted. During the past week the Grand Committee has been sitting in Edinburgh to consider what disciplinary steps should be taken. The Master and three Past Masters of the Dundee Lodge, accompanied by a legal representative, appeared before the Grand Committee. The solicitor presented a statement in explanation and extenuation. The Grand Committee finally decided that the Lodge shall be suspended till November, 1915, that the Master be suspended for two years, and each of the three Past Masters for one year. This judgment will come before the Grand Lodge at Edinburgh for ratification. It may be recalled that Johnson's initiation in October last was the occasion of quite a demonstration. Johnson arrived early in the morning from Newcastle, and, as he was desirous of returning to fulfil a music-hall engagement the same night, the meeting of the Lodge, which had been summoned for noon, was accelerated by a couple of hours, intimation of the change being made by special messengers.

WHITE STAR LINE ORDERS COLLAPSIBLE BOATS.

The White Star Line have ordered the earliest possible despatch of a large number of the Danish inventor, Captain Engelhardt's, collapsible boats. These craft can carry from thirty to sixty persons, and are 28ft long by 9ft wide. They need only very small space, and can be drawn together like umbrellas. Captain Engelhardt's boats are known and recognised by the British naval authorities. Danish experts state that eighty of Engelhardt's boats could have been placed in various spots on the *Titanic*'s gigantic decks without any inconvenience, and that this would mean lifeboat accommodation for more than 4,000 people.

STRIKES AND LOCK-OUTS.

REBIDS ESTABLISHED IN PAST YEAR.
MINUTES OF TRANSPORT WORKERS.

According to the ninth report of proceedings under the Conciliation (Trades Disputes) Act, 1896, which has just been issued by the Board of Trade, the number of workpeople involved in disputes causing a stoppage of work in 1911 was the highest in any year since statistics of trade disputes have been recorded by the department. There were ninety-two cases in which action was taken under the Act, and fifty-seven of these involved stoppage of work, these numbers being considerably greater than in any previous year since the Act came into force. The following table shows the number of cases dealt with in each successive year.

Year.	Total	Not involving stoppage of work.		
		stoppage of work	of work	of work
1896	11	9	2	
1897	37	23	14	
1898	12	8	4	
1899	11	5	6	
1900	21	13	8	
1901	33	20	13	
1902	21	10	11	
1903	17	8	9	
1904	12	4	8	
1905	14	3	11	
1906	20	8	12	
1907	39	15	24	
1908	60	24	36	
1909	57	24	33	
1910	67	27	40	
1911	92	57	35	
	Total	524	258	266

Of the 92 cases dealt with last year, 13 arose in building trades, 10 in the metal, engineering, and shipbuilding trades, 4 in the mining and quarrying industries, 8 in the boot and shoe trade, 21 in transport trades, and 9 in textile trades. During the whole period since the Act came into operation the cases dealt with have been distributed among the various trades as follows:—Building trades, 146; metal, engineering, and shipbuilding trades, 86; mining and quarrying industries, 58; boot and shoe trade, 56; transport trades, 48; textile trades, 87; printing trades, 10; all other trades, 64. The fifty-seven cases which involved a stoppage of work last year effected in the aggregate nearly 536,000 work-people.

The most important disputes in which action was taken by the department were the general strike of seamen, dockers, and other transport workers, which commenced in June, the strike of dockers and other transport workers in London in August, the national strike of railwaymen, also in August, and the lockout of cotton operatives in North and North-East Lancashire in December.

Transport trades constitute the industry in which the largest number of cases occurred during the year, twenty-one cases affecting workpeople employed in those trades being dealt with, as compared with three in the previous year and twenty-seven in the whole of the period 1899-1910. In eighteen of these cases a stoppage of work occurred estimated to have involved in the aggregate nearly 345,000 workpeople. The cases affected all branches of the transport trade and occurred in all parts of the country. In twelve of the cases the department took action on its own initiative, no application being received from the parties.

Among the nineteen disputes in the metal, engineering, and shipbuilding trades there were twelve which involved a stoppage of work affecting 10,000 people, and 180,000 workmen were affected by the strike in the textile trade, the most important of which was the period 1899-1910. In eighteen of these cases a stoppage of work occurred estimated to have involved in the aggregate nearly 345,000 workpeople. The cases affected all branches of the transport trade and occurred in all parts of the country. In twelve of the cases the department took action on its own initiative, no application being received from the parties.

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THE CHINESE LOAN.

A PROSPECT OF IMMENSE DANGERS.

The *Pall Mall Gazette* of the 3rd inst. says:—

Sir Edward Grey's statements yesterday on the subject of Chinese loans are hardly satisfactory. It is technically true that the loan negotiations entail no pecuniary liability upon the British Government. The actual fact is that they impose enormous liabilities upon the people of this country, who are not hukstering for a five per cent. profit. Sir Edward Grey says that our own and other Governments will require adequate guarantees for the useful expenditure of the loans, and security for the repayment of principal and interest. Once the banks have got their "rake-offs," it will really be nobody's business to see how the money is spent.

When China fails to meet her liabilities, as assuredly she will if she contracts huge new loans, the foreign Governments will have to intervene. That opens up a prospect of immense dangers. We shall have done no good to China, we shall probably have lost our money, and we shall have imperilled our trade. It was a bad day for the Manchu and Chinese troops. Mr. Chou Tzu-chi stated that in the present disturbed condition of affairs the President fully understood that they would require to consult with their respective Ministers before making the advance, and he asked them to do this as quickly as possible.

On March 9th a favourable reply was sent to the President. On that day an exchange of Notes took place between the Four Banks and the President. In the communication from the Banks it was stated that "it is understood and agreed that the Banks shall have a firm option to provide the further monthly requirements of the Chinese Government for the months of April, May, June, and possibly July and August, and that in consideration of the assistance thus rendered to China in the present

CHINA'S FINANCIAL DEADLOCK.

DETAILS OF THE BELGIAN LOAN DIFFICULTY.

The *Times* correspondent at Peking sent to his journal a full statement regarding the financial deadlock in China. It was not, however, published in *The Times* until the 9th inst., and as it is the most ample and most lucid statement yet published on the subject, we have pleasure in reproducing it:—

The deadlock between the Government and the Four Nations Banks (the Hongkong and Shanghai Banking Corporation, the Banque de l'Indo-Chine, the Deutsche Asiatische Bank, and the American Group) continues, and China's financial needs become daily more pressing. As our readers no doubt know, the deadlock has been brought about by the action of China in signing on March 14th a loan contract with an Anglo-Belgian syndicate without reference to the Four Nations Banks, who claim that the loan was an infringement of rights previously accorded to them. They have accordingly presented through their Ministers a formal protest against the loan and, pending settlement, have suspended negotiations. The loan contract to which they take exception is for £1,000,000, to be followed subsequently by £1,000,000, and it is, as regards the earlier amount, secured upon the income and property of the Peking-Kalgan Railway. It was signed by the President himself, and is in English, the foreign signatories being the Agents of the Banque Sino-Belge and the English representative of the Eastern Banking Corporation.

On March 23 the four Ministers concerned together waited upon the President, and handed him an *aidé-mémoire* reciting their reasons for supporting the Banks in protesting against the injustice that had been done them. It is much to be regretted that one of the first acts done by the President since his inauguration should have invoked a protest from four of the chief Powers. No blame, however, is attached to the President. Responsibility for the transaction lies with the Prime Minister, Mr. Tang Shao-ji. All the documents referred to in the memorandum were written in English, and the President does not know English. In affixing his signature he was acting on the advice of his Prime Minister, who is a finished English scholar. In the lengthy document submitted by the four Ministers the case of the Four Banks is lucidly and cogently stated. No charge of bad faith is brought, but it is clearly shown that a blunder has been committed which ought to be rectified.

NEGOTIATIONS WITH THE FOUR BANKS.
Until Yuan Shih-kai's election as President was confirmed, on February 15, by the Assembly in Nanking, there were two Governments in China, and strict neutrality required that no foreign financial assistance should be given to either Government. After February 15th there was no longer need to enforce this restriction, and accordingly the President then lost no time in seeking from the Four Nations Banks the financial help which his country, disorganized by the revolution, so urgently needed during its period of reorganization.

Mr. Chou Tzu-chi, Acting Minister of Finance, an official who enjoys equal esteem among Chinese and foreigners, opened the negotiations on behalf of China. In conference with the Four Banks he stated that during the period of reorganization £4,000,000 tael per month would be required, and that an additional 7,000,000 taels were urgently needed for the use of the authorities at Nanking. On February 20 Mr. Tang Shao-ji arrived in Peking and took charge of the negotiations. On February 27 he notified the Banks that 2,000,000 taels were required immediately and urgently for Nanking, and for the month of March Nanking would require an additional 5,000,000 taels. For the same month Peking would require 3,000,000 taels, making in all 10,000,000 taels. Further, that the Government would require loans or advances of £4,000,000 tael for each of the months up to and including August, one half the amount to be used in Peking and the other half down South. Mr. Tang Shao-ji further said that by July the Government would be ready to negotiate a comprehensive loan of £60,000,000, the advances which he now solicited being defrayed out of its proceeds. Sterling Treasury Bills were to be issued, to be secured as a secondary charge upon the Salt Gabelle. Pursuant to his request the Banks on Friday, February 28th, paid the 2,000,000 taels.

On February 29th mutiny broke out in Peking, the riot continuing until the evening of Saturday, March 2nd. Reports of the disturbances telegraphed throughout the world seriously impaired the credit of China in the world's money markets. On March 2nd, Mr. Chou Tzu-chi, on behalf of the President, wrote to the four Banks, asking them to advance to China the sum of 1,015,000 taels, whereupon to pay the Chinese Legation and Consulates abroad, and provide half a month's pay for the Manchu and Chinese troops. Mr. Chou Tzu-chi stated that in the present disturbed condition of affairs the President fully understood that they would require to consult with their respective Ministers before making the advance, and he asked them to do this as quickly as possible.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and general business to the MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 3rd June. Hongkong, 31st May, 1912. [71]

THE FIRE INSURANCE ASSOCIATION OF HONGKONG.

HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 3rd June, 1912, being the BIRTHDAY of H.M. KING GEORGE V. By Order, A. R. LOWE, Secretary. Hongkong, 31st May, 1912. [72]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 3rd June, 1912, being the BIRTHDAY of H.M. KING GEORGE V. By Order, A. R. LOWE, Secretary. Hongkong, 31st May, 1912. [73]

BACON THOMAS, alias PATON, last heard of in Singapore about 1902, will bear of something to his advantage if he will communicate with the Undersigned. A SUITABLE REWARD will be given to any person giving information as to his present address or date and place of his death. CALTHEOP & LEOPOLD HARVEY, Solicitor, Spalding, England. [74]

BUILDING SITE FOR SALE.

MOUNT GOUGH ROAD AT THE PEAK.

A SITE already formed—about 20,500 feet, 15 minutes from Train Station, practically on the level the whole way. No Crown rent. Unique opportunity for acquiring a cheap site. Apply to—

LEIGH & ORANGE, Princes' Building. Hongkong, 31st May, 1912. [75]

HOUSE TO LET.

Furnished or Unfurnished.

NO. 37, FRENCH CONCESSION, Shamian, Canton. From 1st July to 30th September, 1912.

Apply—

G. DES GARETS D'ARS, Care of JARDINE, MATHESON & CO., LTD. Hongkong, 31st May, 1912. [76]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"DILWARA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense on the wharves and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 30th May, 1912. [76]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE for 5 Shares, £100 paid up, numbered 8776 to 8780, standing in the Register in the name of NGUAN HENG JOO, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the 23rd day of July next, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,

A. B. ROUSE, Acting Secretary.

Hongkong, 20th May, 1912. [72]

CANTON INSURANCE OFFICE, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that a SCRAP CERTIFICATE with respect to 16 Shares numbered 5451/5450 in the above-named Office standing in the name of Mr. BUTTERWORTH SORABJI of Bombay, has been LOST, and should the same not be produced before the 12th June, a New SCRAP CERTIFICATE will be issued to the said Mr. BUTTERWORTH SORABJI, and no transaction taking place under the old Scarp Certificate will be recognised by the Office.

JARDINE, MATHESON & CO., LTD., General Agents.

Hongkong, 28th May, 1912. [76]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

ENTERTAINMENTS

VICTORIA THEATRE.

Two Performances: 7.15 P.M.—PICTURES ONLY—7.15 P.M. 9.15 P.M.—FULL PROGRAMME—9.15 P.M.

TO-NIGHT! TO-NIGHT!

The Greatest Dramatic Picture ever produced and the most expensive one on the market. ANOTHER SUBPIECE ANOTHER WEEK. "LADY OF THE CAMELIAS," in which the Leading Part is played by the Great and Popular Artist.

SARAH BERNHARDT.

FOR A FEW NIGHTS ONLY.

Come Early.

SAM GALE AND SADIE.

In New Songs and Dances.

THE BRENNANS.

Entire Change.

Hongkong, 31st May, 1912. [58]

SCENIC RAILWAY

At the OLD LAND Office in Queen's Road (opposite the foot of D'Aguilar Street).

NEW PICTURES

EVERY SATURDAY.

The New HYDRAULIC SCREEN renders the scenes so perfectly that passengers may go ROUND THE GLOBE with all the thrill and excitement of a railway and steamer journey in the record time of HALF AN HOUR.

TIME TABLE.

EVERY DAY:

TRAINS at 2 P.M. and every half hour till 10.30 P.M., except 5.00 and 5.30 P.M.

Fare 20 cents.

Children under 12 years of age half fare.

THE COOLEST SHOW IN THE EAST!

ICED AIR PROVIDED.

Hongkong, 15th May, 1912. [61]

BIJOU SCENIC

THEATRE.

FLOWER STREET.

SATURDAY, 1st JUNE, 1912.

LAST NIGHT OF THE PRESENT SEASON.

CLOSING DURING THE SUMMER MONTHS.

OPENING SATURDAY, 23rd SEPTEMBER, 1912,

with all

NEW ARTISTS

AND

PICTURES.

Leasees and Manager: R. H. STEPHENSON.

Hongkong, 29th May, 1912. [64]

INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, the 1st day of JUNE, 1912, at 12.15 P.M. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1911.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 28th May, to SATURDAY, the 1st June, 1912, both days inclusive, during which period no Transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 23rd May, 1912. [69]

NOTICE OF REMOVAL.

THE OFFICES OF THE SUN LIFE

ASSURANCE COMPANY OF CANADA

are now LOCATED on the

FIRST FLOOR of the New POWELL BUILDING,

NO. 12, DES VENUS ROAD CENTRAL

Hongkong, 25th May, 1912. [74]

NOTICE.

MAN HING CHEUNG & CO.,

MANUFACTURERS AND EXPORTERS

OF HIGH-CLASS

BATTAN AND SEAGRASS FURNITURE

BAMBOO BLINDS, MATTING, &c., &c.

BEG to inform their Customers and

the General Public that they have now

MOVED to No. 16, QUEEN'S ROAD

CENTRAL, where they have a large Stock of

Chairs, &c., &c.

Prices Reasonable.

Inspection Cordially Invited.

Orders Promptly Executed.

Hongkong, 17th May, 1912. [72]

NOTICE.

MAN HING CHEUNG & CO.,

MANUFACTURERS AND EXPORTERS

OF HIGH-CLASS

BATTAN AND SEAGRASS FURNITURE

BAMBOO BLINDS, MATTING, &c., &c.

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Chairs, &c., &c.

Prices Reasonable.

Inspection Cordially Invited.

Orders Promptly Executed.

Hongkong, 17th May, 1912. [72]

LIGHTERAGE.

INTIMATIONS

LANE, CRAWFORD & CO.

TELEPHONE 97.

JUST RECEIVED

NEW STOCK

OF

CANDLE and ELECTRIC LIGHT SHADES

IN THE LATEST

ART DESIGNS and COLOURS

FOR

PIANO and TABLE DECORATION.

FANCY CUSHIONS

AND

CUSHION CASES

IN

LINEN, CRASH, MUSLIN, etc.

ALL

WASHABLE MATERIALS.

INSPECTION INVITED.

LANE, CRAWFORD & CO.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
BESIDE LIABILITY OF ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,

Manager.

Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,250,000
PAID UP ... £62,000
RESERVE FUND ... £36,000

LOSS OF WEIGHT IN MALARIA.
HOW DOCTORS ARE WORKING TO RESTORE IT.

The loss of body weight is one of the most noticeable of the direct consequences of Malaria. Obviously, therefore, it is one of those most distressing to the patient as well as to his friends, for it interferes in a marked manner with his appearance. From every point of view it is of the greatest importance that the weight which has been lost should be restored with the utmost rapidity. This is, necessarily, under ordinary conditions, a difficult thing to do, for the causes which have reduced the patient's digestive strength have likewise reduced his digestive powers, and weight can be acquired only through the digestive system.

This diagram shows the extraordinary way in which Sanatogen enables those who have lost weight to recover it.

The smaller figure represents the average increase in weight made by eight patients who were fed at a hospital on the most restorative and weight-producing foods known to the authorities.

The larger figure represents the average increase in weight of the patients treated with the same food to which Sanatogen had been added. It will be noticed that their weight increased about five times as much in the same time.

Happily, as every doctor knows, when the acute stage of the fever is over, a ready means of restoring this weight is at his hand by the use of Sanatogen. It does not matter whether the sufferer is an adult or a child, the effect of Sanatogen in such conditions is invariably so rapid that it seems to act like a charm. This is due to its composition—the body-building part of pure cow's milk chemically combined with that salt of phosphorus which is found in the brain and nervous system. The use of Sanatogen tones and revitalises every organ of the body and, as it were, makes the feeble, flickering flame of life burn vigorously and strongly, so that the feeling of weakness which is so marked a characteristic of the sufferer from malaria rapidly vanishes. Sanatogen's power of increasing weight is strikingly shown in a case quoted by *The General Practitioner*: "A woman 5 ft. 7 in. height had dwindled to 7 st. 11 lbs. She was ordered two teaspoonsful of Sanatogen thrice daily. At the end of a week she had gained 1 lb. 3 ozs., and at the end of three weeks she had increased 7 lbs. in weight."

Write for a copy of a most interesting booklet "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to A. WULFING & CO., Kinkiang Road, Shanghai.

Sanatogen can be obtained at all Chemists.

When
"Only Middling"
your health is very far from satisfactory. The slightest knowledge of pathological science is sufficient to inform us how precarious is the condition of the person who is "only middling." The power of disease-resistance is practically nil, & an ordinary atmospheric change or dietary irregularity may lay you up for weeks.

Take

care therefore that you possess nothing less than vigorous, robust health. Just as nothing succeeds like success so there is no better guarantee of sustained health than never to let yourself run down. Consequently if you are not feeling up to the mark get yourself into tip-top condition at once, by taking a few doses of

BEECHAM'S PILLS.

Specially suitable for Females of all ages.

Sold everywhere in boxes, price 1/- (10 pills), 2/- (50 pills) and 4/- (100 pills).

CHAPOTEAUT'S MORRHOL
Superior to Emulsions or Cod Liver oil.

Each tiny Morrhul capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chemists.

DISASTROUS TIME AT LLOYD'S.
HEAVIEST FOUR MONTHS EVER KNOWN.

The losses of Lloyd's and the marine insurance companies this year, says the *Post Mall Gazette*, are already the heaviest that have been known since the business of covering ships against loss or damage began in a Tower-street coffee-house nearly two centuries and a half ago. And, as several vessels are hopelessly overdue, it is feared that the liabilities of underwriters for the past four months will be still further increased. It is indeed, estimated that at present they cannot be far short of £9,000,000.

During the first quarter of the year no fewer than 88 vessels, with a gross register of 500 tons and upwards, were totally lost, while in the same period the total and partial losses were 1,818, collisions being responsible for 577, strandings for 518, and weather damage for 498.

The total estimated loss occasioned by the more important casualties was:—

January £242,500

February 457,000

March 688,500

excluding, however, the sinking of the P. & O. liner *Oceana*, whose hull was uninsured, except in the company's accounts, though specie to the value of £400,000 and cargo insured for £100,000 have yet to be recovered. The bullion may be ultimately brought to land, but the salvage of the latter is impossible.

STRIKING LIST.

In order to show that the losses were not confined to any particular route, the following cases may be cited:—

Bayardo (s), of 3,471 tons gross, owned by Messrs. Thomas Wilson, Sons, & Co., Hull, wrecked in the Humber, valued with cargo at £87,000

Thistley (s), of 4,027 tons gross, owned by Messrs. Allan, Black & Co., Sunderland, wrecked at Cape Lookout, Carolina, insured for 100,000

Coldron (s), of 4,083 tons gross, owned by Messrs. Lamport & Holt, Liverpool, collided with another vessel in the Mersey and became total

wreck, valued at 65,000

Concole (s), of 3,492 tons gross, owned by Messrs. W. Thomas, Sons, & Co., Liverpool, abandoned on fire off Cape Henry, valued with cargo at 76,000

Foxley (s), of 4,274 tons gross, owned by Messrs. Houlder, Middleton & Co., London, wrecked on Sir John Narborough Island, insured for 107,000

Zinna (s), of 3,642 tons gross, owned by Messrs. I. Robinson & Sons, North Shields, destroyed by fire off Cape Comorin, valued at 37,000

Wendus (s), of 2,046 tons gross, owned by Messrs. A. Mackay & Co., Glasgow, wrecked off Land's End, insured for 33,000

This month (April) there have been several exceptionally serious casualties, but, naturally, everything of the kind has been eclipsed by the sinking of the White Star liner *Titanic*, while on her maiden voyage from Southampton to New York. The sacrifice of life involved in this deplorable calamity has, of course, eclipsed its financial side, but, nevertheless, the pecuniary loss has affected many interests.

THE "TITANIC."

So far as the marine insurance market is concerned, it is at present impossible to state definitely at what amount of liability incurred. The hull of the ill-fated ship was insured for £273,000, or about half the cost, but there is only too good reason to believe that the general cargo and passengers' effects represent a value of £1,500,000. Nothing can be known, however, until all the declarations are made, and, in this connection, a good deal depends upon what may have been saved by those who were fortunate enough to get on board the *Capathia*. For instance, three pearl necklaces were covered to the extent of £140,000, and although the owner escaped the fate of the majority it is not yet certain that she wore the jewellery at the time.

A direct result of the disaster has been a general stiffening of premiums, particularly on vessels of the liner class, but in many cases the increase will not take effect until current contracts expire. To the credit of underwriters it has, however, to be said that, notwithstanding the recent heavy calls upon their resources all the ascertainable claims are being promptly paid.

SHANGHAI ELECTRIC CONSTRUCTION COMPANY.

The report of the Shanghai Electric Construction Company for the year to December 31st states that the accounts show a profit of £14,139, as compared with £7,684 for 1910, and the total standing to the credit of the profit and loss at the end of the year, including the balance brought forward, was £20,724. The sum of £7,473 has been written off general expenditure during construction, £10,000 has been transferred to reserve for renewals, and £3,301 carried forward. Substantial progress has again been made in the number of passengers carried, the traffic receipts per car mile, the gross earnings, and the net operating receipts. This improvement has been obtained by continuing the policy of popularizing the trams by means of more attractive short-distance fares. The percentage of loss by exchange on subsidiary coinage was on the average somewhat lower in 1911 than in 1910, but has recently shown a tendency to increase. The loss under this head for the year was £15,478, equivalent to over 42 per cent. on the capital of the company. It is added that the 30 trailers referred to in the last report were in use for a considerable portion of the year with satisfactory results. The capital expenditure for the year, amounting to £11,527, which was mainly in respect of the additional rolling stock and the wayside car-shed required for its accommodation, has been met out of revenue.

113-1

WM. POWELL, NEW VICTOR RECORDS

\$1.20 EACH.

ROBINSON PIANO Co., Ltd.

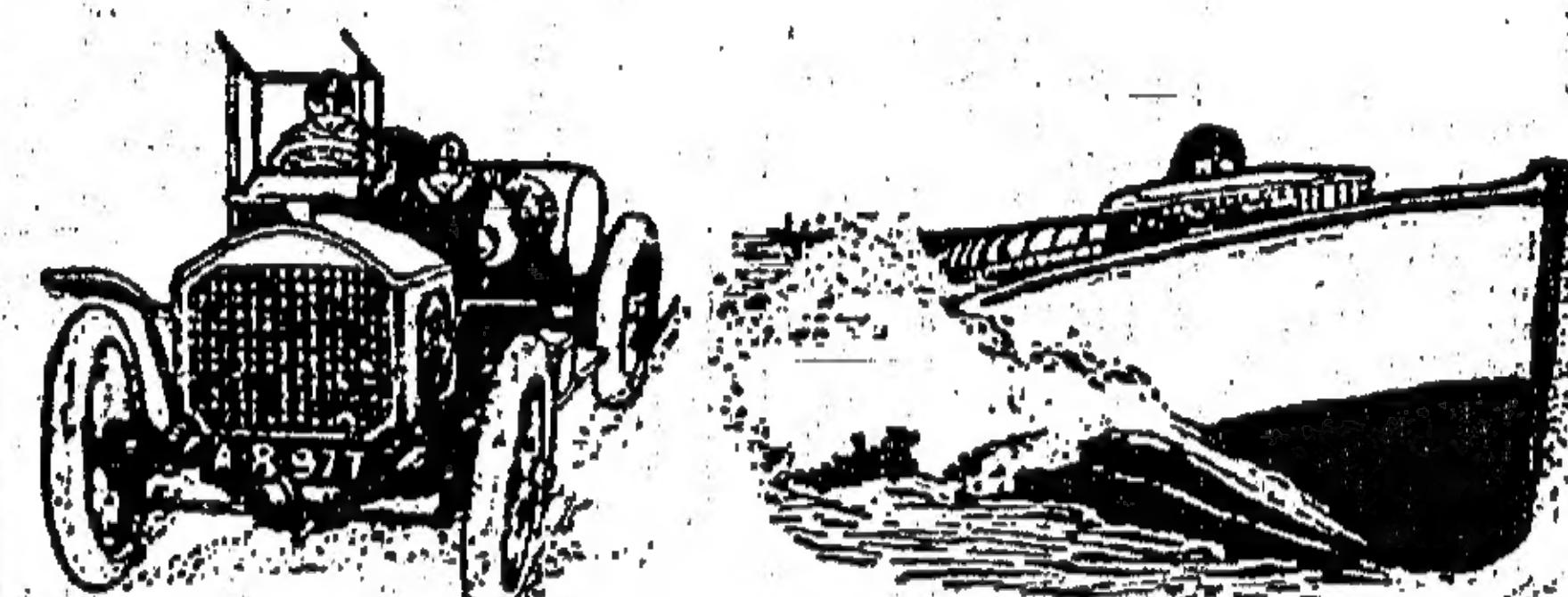
THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

1943



IN CIRCUMAMBIENT ETHER



ON ROAD OR OCEAN SWELL
YOU CAN BET YOUR BOTTOM DOLLAR

"SHELL" "SHELL" "SHELL"

ITS PERFECT PURITY
THAT'S THE POINT

THE MOTOR SPIRIT

THE ASIATIC PETROLEUM CO. LTD.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"ALESSIA"

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary is given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 4th June, at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Werner" from Norrkoping.

Ex.s.s. "Malaga" from Göteborg.

Ex.s.s. "Kurt" from Stettin.

Ex.s.s. "Franziska" from Stettin.

Ex.s.s. "Norge" from Göteborg.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 29th May, 1912. [767]

NOTICE TO CONSIGNEES

THE Steamship

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WEATHER REPORT.

On the 30th at 11.30 a.m.—Pressure has decreased moderately at Japanese Stations and Vladivostok.

Shallow depressions lie over Manchuria and Eastern Sea. Pressure is highest to the E. of Japan.

Light or variable winds may be expected along the East coast of China, and light S. winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.48 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood (S.W. winds, moderate).

South coast of China between Hongkong and Lantau. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

Light or variable winds, fair.

CHINA COAST METEOROLOGICAL REGISTER.

30TH MAY, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Direction.	Force.	Weather.
Woolstock	7 a.m.	29.65	55	81	—	12	0	—
Nemuro	6 a.m.	29.87	55	81	—	12	0	—
Hakodate	—	29.83	55	81	—	12	0	—
Takio	—	29.89	55	81	—	12	0	—
Kochi	—	29.88	55	81	—	12	0	—
Nagasaki	—	29.88	55	81	—	12	0	—
Kagoshima	—	29.87	55	81	—	12	0	—
Okinawa	—	29.95	55	81	—	12	0	—
Naha	—	29.74	55	81	—	12	0	—
Ishigaki	—	29.87	55	81	—	12	0	—
Bonin Is.	—	29.87	55	81	—	12	0	—
Chesoo	5 a.m.	29.75	55	81	SW	2	0	—
Weihsien	—	29.87	55	81	SW	2	0	—
Hankow	—	29.87	55	81	SW	2	0	—
Kiukiang	—	29.78	64	100	E	1	0	—
Shanghai	—	29.78	64	100	SE	2	0	—
Guttaf	7 a.m.	29.74	76	95	SE	2	0	—
Sharp Pts.	—	29.73	76	95	SE	2	0	—
Anoy	—	29.84	76	90	SW	2	0	—
Seawat	—	29.84	76	90	SW	2	0	—
Taihoku	5 a.m.	29.79	76	90	SW	2	0	—
Taihoo	—	29.81	76	90	SW	2	0	—
Tainan	—	29.84	76	90	SW	2	0	—
Koshou	—	27.82	76	90	SW	1	0	—
Pasadores	—	29.78	76	90	SW	1	0	—
Canton	9 a.m.	29.85	78	86	N	1	0	of
Hongkong	6 a.m.	29.84	78	86	N	1	0	of
Vict. Peak	—	29.88	73	82	SW	2	0	—
Gap Rock	6 a.m.	29.81	73	82	SW	2	0	—
Macao	—	29.83	76	81	NNW	1	0	of
Wuchow	9 a.m.	—	—	—	—	—	—	—
Hoikow	—	—	—	—	—	—	—	—
Pakhoi	6 a.m.	29.80	75	81	SW	4	0	—
Phukien	—	29.81	81	81	SW	2	0	—
Course	—	29.88	73	82	SW	2	0	—
O. St. James	—	29.85	73	82	SW	2	0	—
Apertu	—	29.89	73	82	SW	2	0	—
Manila	—	29.88	73	82	SW	2	0	—
Legaspi	—	29.88	73	82	SW	2	0	—
Bacolod	—	29.88	73	82	SW	2	0	—
Ilolo	—	29.91	86	86	N	1	0	—
Cebu	—	29.89	85	86	N	1	0	—
Labuan	—	29.92	88	86	—	—	—	—

F. F. CLAXTON, Director.

Hongkong Observatory, May 30th, 1912.
1. Barometer, reduced to 32 degrees Fahrenheit
on the level of the sea in inches, tenths and
hundredths.

2. TEMPERATURE, in the shade, in degrees
 Fahrnheit.

3. HUMIDITY, in percentage of saturation, the
humidity of air saturated with moisture being 100%.

4. DIRECTION OF WIND, to two points.

5. VELOCITY OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, a blue sky, a detached
cloud, a drizzling rain, f.s., g. gloomy, h. hazy,
lightning, o overcast, p passing showers, q squally,
r rain, s snow, t thunder, v visibility, w wet.

7. RAIN in inches, tenths and hundredths.

F. F. CLAXTON, Director.

Hongkong Observatory, May 30th, 1912.

Hongkong Observatory May 30th.

Previous On Date On Date
Day at at at
at 2 p.m. 6 a.m. 2 p.m.

Barometer ... 29.83 29.84 29.83
Temperature ... 81 78 87
Humidity ... 87 92 67
Wind Direction ... East WNW
Force ... 1 0 1
Weather ... Rain 0 of 0
Rain ... 0.48

Highest open air Temperature on 29th ... 85

Lowest open air Temperature on 29th ... 78

HONGKONG TIDE TABLE.

From 31st May to 6th June, 1912.

HIGH WATER. LOW WATER

Days of Week	Days of Month	Hongkong Mean Height	Hongkong Mean Height	Time	Height
Fri.	31	m 8 41	7 1	m 2 22	3 1
	June	11 15 4 0	4 11 a 0 6		
Sat.	1	m 9 7	7 2	m 2 45	3 2
Sun.	2	m 0 6	3 8	m 6 3	3 3
Mon.	3	m 9 35	7 3	m 5 34 a 0 6	
Tues.	4	m 10 5	7 2	m 18 a 0 8	
Wed.	5	m 10 38	7 0	m 5 1 1 0	
Thur.	6	m 11 15	6 6	m 5 56 1 2	

PRINTING

Nothing creates such a good impression in
business as the use of First Class Printing.
The difference in cost between good and
bad printing and material is generally nil.

THE HONGKONG DAILY PRESS
PRINTING WORKS

turn the Best Printing at the Reasonable Price

RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, May 21st, 1912.

MESSRS. YALL AND EVATT's List.

Nom. Value Buyers. Sellers

2 Allegar ... 241 381

2 Options ... 89 13

2 Anglo-Java ... 785 7810

1 Anglo-Johore ... 683 94

2 Anglo-Malay ... 1585 1694x

2 Anglo-Sumatra ... 7165 794

1 Ayer Kuning ... 1765 208

1 Banting ... 3765 426 x.d.

2 Batu Malaka ... 244 246

2 Batu Caves ... 246 260

1 Bentong Borneo ... 7163 818

1 Bikit Kajang ... 539 586 c.d.

1 Bikit Lintang ... 854 956

2 Bikit Mortajam ... 265 211

2 Bikit Rejeki ... 240s 2526

2 Bukt Selangor ... 104 104 x.d.

2 Bukt Sembawang ... 18 184

2 Carey United 10s pd. 110s 120s x.d.

1 Eastland ... 21 184

2 Gertsen Options ... 101 184

2 Ghimpul ... 24 244

2 Gicoty Ord. ... 50s 339

2 Gicoty P. ... 1485 1594x.d.

2 G. Consolidated Maley ... 949 1076

1 G. Damansara ... 2765 3183

1 G. Edinburgh ... 849 1023

2 G. Federat. & Solangor ... 1803 1924x

2 G. Galang Besar ... 689 756

1 G. Golconda ... 72 6 824

1 G. Golden H. ... 88 89

1 G. Hojip ... 170s 185s

1 G. Harpoon ... 445 58

2 G. Highlands & Lowlands ... 72 6 7712

1 G. Inokon ... 155s 1703

2 G. J. J. ... 156 160

2 G. J. J

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT.

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for pictures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £35 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	TONS STARTING	1912
PERSIA	9,000	TUESDAY, 11th June, at 1 P.M.
KOREA	18,000	TUESDAY, 18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY, 2nd July, at 1 P.M.
CHINA	10,200	TUESDAY, 9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY, 16th July, at 1 P.M.
NILE	11,000	TUESDAY, 30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY, 6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY, 27th Aug., at 1 P.M.

INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

32

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Ore.),
VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Ore.).
ORTERIC 7th June	ORTERIC 7th June

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Fares Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 780. KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DUREAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. DUNERIC 3,000 tons End of May, 1912.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DUREAN (Natal), EAST LONDON, PORT ELIZABETH and
APE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO: 10th June.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.
REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Recent Sailings from HONGKONG connecting with the Company's Steamers
CALCUTTA.

For Rates of Freight and further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

42-43-44

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

FRIDAY, 31st MAY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

SATURDAY, 1st JUNE, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "HEUNGSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," TONS 1651. S.S. "SUI AN," TONS 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSIONS TO MACAO.

SUNDAY, 2nd JUNE.

The Company's Steamship

"HEUNGSHAN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 3 p.m., landing at Canton Steamers' Wharf.

N.H.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

MONDAY, 3rd JUNE.

The Company's Steamship

"SUI AN."

Will make an excursion trip to Macao, leaving Hongkong at 9 a.m. from WING LOK

STREET WHARF, and returning from Macao at 4 p.m. Usual Excursion Fares.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same day at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

143

TOYO KISEN KAISHA

TRANS-PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

en Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU 21,000 tons.

S.S. CHIYO MARU 21,000 tons.

S.S. SHINYO MARU 21,000 tons.

AND

S.S. NIPPON MARU 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances, and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourists' Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the

Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamer

and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

6351

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMER TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "CANTON" 6,500 ... On 29th June.

KOBE and MOJI 40] TELPHONES NO. 171.

ARTHUR NILSSON & CO.
YORK BUILDINGS, TOP FLOOR.

40] TELPHONES NO. 171.

YOKOHAMA, "CANTON" 6,500 ... On 29th June.

ARTHUR NILSSON & CO.
YORK BUILDINGS, TOP FLOOR.

40] TELPHONES NO. 171.

YOKOHAMA, "CANTON" 6,500 ... On 29th June.

ARTHUR NILSSON & CO.
YORK BUILDINGS, TOP FLOOR.

40] TELPHONES NO. 171.

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YOKOHAMA, "CANTON" 6,500 ... On 29th June.

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SHIPPING

ARRIVAL.
ANDREE RICKMERS, German str., 2,673, F. Birch, 30th May—Antwerp 13th April, General—Order.
DILWARA, British str., 3,400, W. J. Bishop, 30th May—Möji 26th May, General—David Sassoon & Co., Ltd.
KAZILKA, British str., 4,152, W. E. Whittemore, E.N.R., 30th May—Möji 25th May, General Jardine, Matheson & Co.
GLENALLOCH, British str., 1,424, V. van Egdom, 30th May—Singapore 24th May, General—Chinese.
LANAN, British str., 1,552, P. C. Williams, 29th May—Shanghai 26th May, General—Butterfield & Swire.
PACTING, British str., 30th May—Canton.
ROKOKAN MARU, Japanese str., 30th May—Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
May 30th.
ANDREE RICKMERS, Ger. str., for Kobe.
ROKOKAN MARU, Jap. str., for Foochow.
FUKU MAHU, Japanese str., for Wm. Hart.
KATIE, German str., for Amoy.
PERSIA, Austrian str., for Yokohama.
SUNGKIANO, British str., for Haiphong.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Adenham* due to arrive at Hongkong on the 3rd June, between 4 and 6 a.m.
The P.M. str. *Siberia* left San Francisco on the 25th May, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 21st June.

The P.M. str. *Korea* from San Francisco sailed from Yokohama on the 28th May (carrying U.S. mails), en route to Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 10th June.

THE AUSTRALIAN MAIL.
The E. & A. str. *Empire* from Sydney, etc., left Port Darwin on the 23rd May, for Manila and this port.

The E. & A. str. *Aldenham* left Sydney on the 11th May, for this port (via Queensland Ports, Port Darwin and Manila).

THE CANADIAN MAIL.
The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd May, a.m.

MESSANT STEAMERS.
The I.G.M. str. *Buelow* left Shanghai on the 28th May, and may be expected here on or about 31st May, p.m.

SEIRE LINE.
Kwangtung, from Shanghai, is due in Hongkong 2nd June.

Monmouthshire, from London, is due in Hongkong 3rd June.

Nansany, from Calcutta, is due in Hongkong 10th June.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
MUTTRA, from Rangoon, is due in Hongkong 7th June.

The P. & O. str. *Simla* left Singapore for this port on the 28th May, at 6 a.m., and is due here on the 2nd June, at 9 a.m.

The str. *Indravelli* passed the Suez Canal on the 10th May, and is due here on or about 8th June.

The str. *Glenroy* passed the Suez Canal on the 10th May, and is due here on or about 8th June.

The American & Manchurian Line str. *Kansas* passed the Suez Canal on the 21st May, and is due here on or about 19th June.

The T. K. K. str. *Kiyo Maru* sailed from Valparaiso, Chile, on the 8th inst. for Hongkong and is expected here on the 23rd July.

PASSED THE CANAL.

April 19th—Bentari, Denbighshire, Mennow, Nore, Pero, Tourane, 23rd Bengal, Benlomond, Dardanus, Glamorgan, Jason, Pak Ling, Patricia, Palau, Preussen, Vladimir, 26th Goebel, Jauria, Mishima Maru, Nera, Prince Alice, Sueria, 30th—Bloemfontein, Brasilia, Hirano Maru, Ternua, Alema, Neles, May 3rd—Ajax, Australian, Monmouthshire, Nubia, Simla, Tranguebar, 7th—Benclech, Derrfinger, Glenloch, Indrasamha, Segova, Telemachus, Arcadia, 10th—Belgravia, Dumbec, Kaga Maru, Lutzen, Peiho, Tang Maru, Theseus, Africa, Indravelli, 14th—Glenroy, Sambia, 17th—Alcino, Austria, Idomenes, Polynesia, Silesia, Sumatra, Den of Glamis, Katow, 21st—Benlavers, Ceylon, Myrmidon, Polynesia, Indiana, Poone, Rangoon, Tweeddale, May 24th—Achilles, Atuta Maru, Kleist, Kama Maru, Konan Ni, Moyane, Oceanian, Proteus, Rhine, 28th—Canton, Montrose, Pembrokeshire.

ARRIVALS AT HOME.

May 28th—Astein, Austria.

RUSSIAN VOLUNTEER FLEET.

THE Steamship

"EKATERINOSLAV."

6,581 R. Tons.
Commander O. Tiedemann.

Expected at HONGKONG, SUNDAY, 2nd June.

After discharging Hongkong cargo will be ready to load for ODESSA via SINGAPORE, PENANG, COLOMBO, JIBOUTI.

JEDDAH, HODEIDA, PORT SAID, and CONSTANTINOPLE.

For full information regarding freight or passage, apply to

CAPTAIN D. LUKHMANOFF,
Agent.

Hotel Mansion, 3rd Floor,
Nos. 12a and 14, Telephone No. 1224,
Hongkong, 30th May, 1912.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k", nearest Hongkong "h", midway between Hongkong and Kowloon "m", and those vessels farther at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAMES.	FLAG & SIG.	BRTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLENSTRAE	Brit. str.	—	Jas. McGillivray	SHEWAN, TOME'S & CO., P. & O. S. N. CO., P. & O. S. N. CO.	On 5th June.
LONDON & ANTWERP via SINGAPORE	DELAWARE	Brit. str.	—	E. P. Martin, E.N.R.	SHEWAN, TOME'S & CO., P. & O. S. N. CO.	On 8th June, at Noon.
LONDON, ROTTERDAM & ANTWERP	SYRIA	Brit. str.	—	R. A. Peters	SHEWAN, TOME'S & CO., P. & O. S. N. CO.	About 17th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	DEBENBIGHSHIRE	Brit. str.	—	Browne	HAMBURG-AMERICA LINE	About 30th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CAVERN	Brit. str.	—	Eckhenn	HAMBURG-AMERICA LINE	On 18th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SCADIA	Brit. str.	—	Kunz	HAMBURG-AMERICA LINE	On 29th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ATLANTIS	Brit. str.	—	Habel	HAMBURG-AMERICA LINE	On 6th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITONIA	Brit. str.	—	Kotze	HAMBURG-AMERICA LINE	On 2nd July.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KITANO MARU	Jap. str.	—	F. Cope	HAMBURG-AMERICA LINE	On 2nd June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ALANDIA	Brit. str.	—	Nippon Yusen Kaisha	HAMBURG-AMERICA LINE	On 5th June, at D'light.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Heller	HAMBURG-AMERICA LINE	On 13th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Matzenthin	HAMBURG-AMERICA LINE	On 28th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	K. Suyeda	HOKKAIDO SHOSEN KAISHA	On 4th June, at 4 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	K. Suyeda	HOKKAIDO SHOSEN KAISHA	On 13th June, at 1 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	H. Formes	HOKKAIDO SHOSEN KAISHA	On 1st June, at 9 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Sander, Weiler & Co.	HOKKAIDO SHOSEN KAISHA	To-day.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Doddwell & Co., Ltd.	HOKKAIDO SHOSEN KAISHA	About 6th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Shewan, Tome's & Co.	HOKKAIDO SHOSEN KAISHA	To-morrow, at 6 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Canadian Pacific R. Co.	HOKKAIDO SHOSEN KAISHA	For Freight or Passage, apply to
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	The Bank Line Limited	HOKKAIDO SHOSEN KAISHA	DAVID SASSOON & CO., LTD., Agents.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Canadian Pacific R. Co.	HOKKAIDO SHOSEN KAISHA	Hongkong, 31st May, 1912.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Tokyo Kisen Kaisha	HOKKAIDO SHOSEN KAISHA	[740]
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Pacific Mail S.S. Co.	HOKKAIDO SHOSEN KAISHA	For SINGAPORE, PENANG AND CALCUTTA.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Pacific Mail S.S. Co.	HOKKAIDO SHOSEN KAISHA	(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Glen Line (McGregor, Gow & Co. Limited)	HOKKAIDO SHOSEN KAISHA	THE Steamship
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	DILWARA	HOKKAIDO SHOSEN KAISHA	"DILWARA."
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Captain W. J. Bishop, will be despatched above on TUESDAY, the 4th June, at 3 P.M.	HOKKAIDO SHOSEN KAISHA	For Freight or Passage, apply to
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	DAVID SASSOON & CO., LTD., Agents.	HOKKAIDO SHOSEN KAISHA	Hongkong, 31st May, 1912.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	GLEN LINE (McGregor, Gow & Co. Limited)	HOKKAIDO SHOSEN KAISHA	[1654]
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	AMERICAN ASIATIC S.S. CO.	HOKKAIDO SHOSEN KAISHA	THE Steamship
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	For BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.	HOKKAIDO SHOSEN KAISHA	"GLENSTRAE."
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Captain Jas. McGillivray, will be despatched for LONDON AND ANTWERP on WEDNESDAY, the 6th June.	HOKKAIDO SHOSEN KAISHA	For Freight or Passage, apply to
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	DAVID SASSOON & CO., LTD., Agents.	HOKKAIDO SHOSEN KAISHA	Hongkong, 17th May, 1912.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	HONGKONG—BOSTON & NEW YORK	HOKKAIDO SHOSEN KAISHA	[740]
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	AMERICAN ASIATIC S.S. CO.	HOKKAIDO SHOSEN KAISHA	THE Steamship
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	For BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.	HOKKAIDO SHOSEN KAISHA	"GLENSTRAE."
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	With Liberty to call at the Malabar Coast and to proceed via Cape of Good Hope.)	HOKKAIDO SHOSEN KAISHA	S.S. "WALTON HALL"
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	On or about 6th June.	HOKKAIDO SHOSEN KAISHA	On or about 6th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	For freight and further information apply to	HOKKAIDO SHOSEN KAISHA	For freight and further information apply to
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	SHEWAN, TOME'S & CO., LTD., Agents.	HOKKAIDO SHOSEN KAISHA	Hongkong, 14th May, 1912.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	HONGKONG—PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.	HOKKAIDO SHOSEN KAISHA	[740]
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.	HOKKAIDO SHOSEN KAISHA	THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MARSEILLE, HAVRE & HAMBURG, &c.	Jap. str.	—	Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS.		

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	MARKED
SHANGHAI, MOJI, KOBE, SIMLA, AND YOKOHAMA	SIMLA, Capt. C. D. Goldsmith, R.N.E.	Daylight, 3rd June.	Freight and Passage.
SHANGHAI	ARCADIA, Capt. S. Barham	About 6th June.	Freight and Passage.
LONDON, VIA USUAL PORTS	DELTA, Capt. E. P. Martin, R.N.E.	Noon, 8th June.	Sea Special Advertisement.
LONDON and ANTWERP, VIA SINGAPORE, PE	SYRIA, Capt. R. A. Peters	About 17th June.	Freight and Passage.
NANG, COLOMBO, PORT SAID and MARSEILLES			

For further particulars apply to

H. W. D. SHALLARD, Acting Superintendent

Hongkong, 30th May, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOY, MINGPO and SHANGHAI	"ICHANG"	On 1st June, 4 P.M.
SHANGHAI	"LINAN"	On 1st June, Mid-night.
MANILA, CEBU and ILOLO	"KAIFONG"	On 4th June, 4 P.M.
HAIPHONG	"SINGAN"	On 6th June, 9 A.M.
SHANGHAI	"CHINHUA"	On 6th June, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 8th June, 4 P.M.
SHANGHAI	"ANHUI"	On 8th June, Mid-night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

MANILA, LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships. Electric Fans fitted. Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

NR—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

Hongkong, 31st May, 1912.

BUTTERFIELD & SWINE.

AGENTS

18

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAICHING" Capt. W. C. Phasmore	FRIDAY, 31st May, at 11 A.M.
"HAITAN" Capt. J. S. Beach	TUESDAY, 4th June, at 11 A.M.
"HAIYANG" Capt. J. W. Evans	FRIDAY, 7th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" Capt. A. H. Stewart	SUNDAY, 2nd June, at 10 A.M.
	WEDNESDAY, 5th June, at 11 A.M.

Passengers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 30th May, 1912.

7

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPF-SCHIFFAHETS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargos at Through Rates to all European, North Continental and British Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SEGOVIA	6th June.
S.S. SILESIA	20th June.
S.S. FUERST BUELOW	27th June.

For further particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 31st May, 1912.

10

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM		On 6th June.
EMPIRE	On 31st May.	On 22nd June.
ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to—

GIBB, LIVINGSTON & Co., AGENTS.

56

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE STEAMERS

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU," INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER CAPTAIN DATE OF SAILING.

TENYO MARU E. Bent TUESDAY, 4th June, NOON.

SHINYO MARU H. S. Smith TUESDAY, 23rd June, at Noon.

CHIYO MARU W. W. Greene TUESDAY, 23rd July, at Noon.

NIPPON MARU A. G. Stevens TUESDAY, 13th Aug., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 4th June, at Noon.

SOUTH AMERICA LINE.

In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER TONS DATE OF SAILING.

HONGKONG MARU 11,000 FRIDAY, 7th June, NOON.

KIYO MARU 17,500 TUESDAY, 6th Aug., at Noon.

BUYO MARU 10,500 FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT, King's Building (Opposite Blake Pier).

247

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENT.

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 5th June, 1912, at 9 A.M.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

2

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

For S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

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Hongkong, 31st May, 1912. [48-19]

COMMERCIAL.

CLOSING QUOTATIONS.

	May 30th.
On LONDON.—	
Telegraphic Transfer	2/-
Bank Bills, on demand	2/-
Bank Bills, at 30 days' sight	2/-
Bank Bills, at 4 months' sight	2/-
Credits, at 4 months' sight	2/-
Documentary Bills 4 months' sight	2/-
On PARIS.—	
Bank Bills, on demand	2/-
Credits, at 4 months' sight	2/-
On GERMANY.—	
On demand	2/-
Bank Bills, on demand	4/-
Credits, at 60 days' sight	4/-
On BOMBAY.—	
Telegraphic Transfer	14/-
Bank, on demand	15/-
On CALCUTTA.—	
Telegraphic Transfer	14/-
Bank, on demand	15/-
On SHANGHAI.—	
Bank, at sight	7/-
Private, 30 days' sight	7/-
On HOKOHAMA.—	
On demand	9/-
On MANILA.—	
On demand—Peso	9/-
On SINGAPORE.—	
On demand	6/-
On BATAVIA.—	
On demand	12/-
On HANOI.—	
On demand	7/-
On SHIGOKU.—	
On demand	7/-
On RASOZOK.—	
On demand	7/-
GOVERNMENT, Banks Buying Rate	19/-
Gold Lmbs, 100 fine, per tael	85/-
Bar Silver, per oz	28/-

	per cent
Chinese 20 cents pieces	87.95 discount.
Chinese 10 "	18.45
Hongkong 20 "	16.40
Hongkong 10 "	18.30

MAILS VIA SIBERIA.
London Daily Mail
May 11th. Due
Shanghai May 28th.**CAPSTAN**
TOBACCO*"A rush on
the favourite"*

29

29

TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON.—

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WARRANT awarded our Company
for Milk."*CONDENSED MILK.
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.**MILKMAID**

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SHERRIES.

Marques del Meritos Sherries are famous all over the world for their Superb Quality and Flavour. We have also Sherries from Buckingham Palace (bearing the Royal Seal) which cannot be equalled in the East.

Prices to suit all, from \$1 to \$10 per Bottle.

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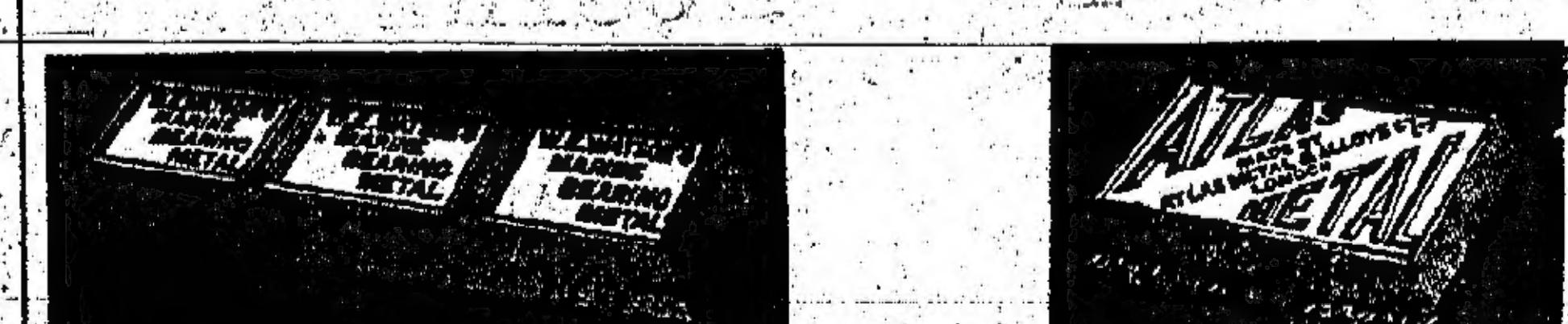
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46

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[37]

TO-MORROW

12.15 P.M.—A. S. Watson & Co., Ltd.

Twenty-Seventh Annual Ordinary General

Meeting at Hongkong Hotel.

King's Birthday (1865).

General Holiday.

7 A.M.—Parade of Troops on Cricket Ground.

Tuesday, 4th June.—

Printed Matter, and Sam-

pies ... 10.00 A.M.

Registration ... 10.15 A.M.

(Registration with late

fee of 10 cents up to

10.30 A.M.)

Registration ... Kowloon

9.30 A.M.

No late fee

Letters ... 11.00 A.M.

2.45 P.M.—Auction of Valuable Household

Furniture at "Walburn," No. 81, The Peak,

by Mr. Geo. P. Lamart.

OPIUM.

May 28th.

Quotations are:

Malwa New ... \$5,050 3,075 per picul.

Malwa Old ... \$3,090 3,100

Malwa Older ... \$3,125 3,150

Malwa V. Old ... \$3,175 3,200

Pemian fine quality ... \$1,500

Pemian extra fine ... \$2,750

Pitam New ... \$5,450

Pitam Old ... \$3,300

Bimars New ... \$3,375

Bimars Old ... \$3,250

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